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Date: 090478 By: 025

CENTRAL INTELLIGENCE GROUP

INTELLIGENCE REPORT

COUNTRY Siberia

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DATE:

INFO.

SUBJECT Railway Information: Transiberian Railway Line

DIST. 26 December 1946

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PAGES 2

SUPPLEMENT

ORIGIN

25X1X6

See Below

EVALUATION OF CONTENT

See Below

F-3 1.

Note: A railroad is shown on AMS maps under construction in 1939 between Komsomolsk (137-01, 50-33) and Kirensk-Sibirski (103-03, 57-46). The single track is indicated as Russian broad gauge.)

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Both sources stated that the road bed is completed and all that remains to be done is the laying of ties and rails. The road bed construction seems fairly substantial, though slightly overrun with brush and tundra grass. Parts of the road bed observed were 2 meters above the surrounding ground surface and made of small gravel and crushed rock.

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materials for the road bed construction had to be brought in from other areas of Siberia because the area he observed runs through swampy land typical of arctic terrain. The bridges across streams and rivers were of reinforced concrete. Cuts and fills were used frequently, and the crown appeared sufficient to permit adequate drainage. Beneath the gravel surface the base must be excellent because there was no evidence of sagging from the top frost or thawing and freezing processes between winter and summer.

F-3 2.

A three-lane highway permitting three trucks of the U.S. Army 6x6 type to run abreast, parallels the railroad bed, an extension of the line which is shown completed to Bodaibo (114-10, 57-42). highway was completed, but logically assumes it was during the period when American lend-lease material was going to Russia in volume through Vladivostok. In November 1945, a group of POWs making repairs on the highway. Logs varying in diameter from 20 to 25 cm and about 7 meters long are laid in a staggered fashion parallel to the road and covering the proposed width. Similar size logs are then laid across the road and covered with 50 cm of dirt. This provides a good winter surface; but during the spring thaws, travel with heavy vehicles would be difficult. No modern road-grading machinery was observed, and maintenance during the thawing and freezing periods might be difficult.

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[REDACTED] a group which was repairing a section of road which was in poor condition because of shifting and breaking through to top frost. Since he was not there during the summer months, he did not know to what depth the soil thawed, but the ground was frozen solid during the winter months. In order to obtain dirt for filling, surface fires were built and the earth was excavated as it thawed. There was no thaw-drilling or point-thawing equipment which is essential to process frozen ground satisfactorily.

- F-3 3. Komsomolsk appeared to be the stock pile depot for rails and rolling stock for the railroad. The equipment observed there looked familiar to both sources. It was all used equipment and presumably came from the roadbeds constructed by the Japanese in Manchuria. On 25 February 1946, the railroad was completed 12 kilometers west of Komsomolsk.
- [REDACTED]

- C-3 4. Every five li along the Transiberian railroad line north and east of Manchuria, there are pill boxes and well-built fortifications. 25X1X6
- C-4 5. The Soviet Defense Plan provides for an airplane for every kilometer along the Transiberian Railroad. Planes are already at hand and will take to the air upon an alert. The exact locations of the airfields are not known.
- C-3 6. At Vladivostok the Soviets have constructed underground tunnels, forts, arsenals and supply depots.
- C-6 7. In the Soviet provinces along the northeast border of Manchuria factories now manufacturing civilian goods can quickly be converted to the production of military goods.
- C-5 8. In the same area the Soviets are reported to be creating a 15 year supply of synthetic bread made from chemicals. [REDACTED] Note: Source was in great doubt as to the credibility of the report on synthetic bread.)

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